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YUGOSLAV MERCHANT MARINE ACTIVITIES, 1950 - 1951

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The following report, taken from Informativni prirucnik o Jugoslaviji, a handbook published by the Yugoslav Directorate for Information, [redacted] which gave information from an earlier issue of the same publication on the Yugoslav Merchant Marine from prewar Yugoslavia up to 1950.

In 1950 and 1951, in addition to other activities, the Yugoslav Merchant Marine played a major part in the development of Yugoslav foreign trade. While 49.19 percent of the foreign trade in 1947 was handled by the merchant marine, in 1949 the percentage had increased to 58.04, and in 1950 and 1951 to 67.15.

The number of merchant marine vessels was increased in 1950 through new construction or the purchase of old vessels. Newly constructed vessels included the following:

<u>Motor Ship</u>	<u>Gro Reg Tons</u>	<u>Dead-Weight Tons</u>
Rijeka	2,400	3,975
Makedonija	6,119	9,246
Pula	2,400	3,975
Zadar	2,400	3,975
Titograd	3,256	3,904

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The SS Kosmaj, with a gross registered tonnage of 5,647 and a dead-weight tonnage of 8,974, was an old vessel acquired through purchase. Acquisitions in coastal passenger transportation included the reconstruction of the SS Sinj with a gross registered tonnage of 467 tons; in coastal cargo transportation, the newly constructed SS Bojana with a gross registered tonnage of 1,784 tons, the newly constructed motor ship Borovnik of 144 gross registered tons, the motor ship Martinscica of 501 gross registered tons, and the motor ship Nikola of 186 gross registered tons. There was a decrease in transoceanic tonnage in 1950 through the loss of the SS Kosmaj, which caught fire while en route to Europe from South America.

At the end of 1950 the status of the Yugoslav Merchant Marine\* was as follows:

	<u>No of Ships</u>	<u>Gro Reg Tons</u>
Transoceanic ships	43	185,694
Coastal ships	133	40,393
Total	176	226,087

\* Only vessels above 50 gross registered tons are included.

	<u>Ships</u>	<u>Gro Reg Tons</u>	<u>Dead-Weight Tons</u>	<u>No of Passengers</u>
Steamships	17	173,087	268,986	11,039
Motor ships	40	41,867	58,774	503
Tankers	1	6,108	9,599	--
Motor sailboats	58	5,018	8,044	--
Total	176	226,080	345,403	11,542

In 1951, the tonnage of transoceanic vessels was increased by the newly constructed motor ships Slovenija and Crna Gora, both of 5,824 gross registered tons and 9,388 dead-weight tons, the newly reconditioned motor ship Ucka of 3,162 gross registered tons and 4,200 dead-weight tons, the newly purchased tanker Lendava of 8,117 gross registered tons and 12,260 dead-weight tons, and the motor ship Vranjic of 1,400 gross registered tons and 2,297 dead-weight tons, which was obtained as a part of war reparations. The number of coastal ships was increased by the addition of the Yugoslav-constructed motor ship Jezero of 328 gross registered tons, the motor ship Keromacno of 211 gross registered tons, obtained from Germany as war reparations, the reconstructed motor ship Mrav of 471 gross registered tons, the motor tanker Lendava of 174 gross registered tons, and the motor sailboat Ist of 302 gross registered tons, obtained as war reparations from Italy. In 1951, the merchant marine lost three units, totaling 3,277 registered tons.

At the end of 1951 the status of the Yugoslav Merchant Marine\* was as follows:

	<u>Ships</u>	<u>Gro Reg Tons</u>
Transoceanic ships	86	210,670
Coastal ships	135	38,832
Total	163	249,502

\* Only vessels above 50 gross registered tons are included.

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	<u>Vessels</u>	<u>Gro Reg Tons</u>	<u>Dead-Weight Tons</u>	<u>No of Passengers</u>
Steamships	77	172,195	266,330	11,034
Motor ships	47	57,999	83,390	517
Tankers	3	14,399	22,069	--
Motor sailboats	56	4,909	7,924	--
Total	183	249,502	379,713	11,551

In 1950 and 1951, regular transoceanic lines were maintained with the US, Northern Europe, Turkey, Israel, and Egypt.

Cargo traffic in 1950 totaled 6,031,846 tons, or 1.4 percent more than in 1949, while passenger traffic totaled 8,564,742 tons, or 3.43 percent more than in 1949. Of the total cargo traffic, domestic vessels transported 3,796,202 tons and foreign vessels transported 2,233,644 tons.

Traffic in individual ports in 1950 was as follows:

	<u>Tons of Cargo</u>	<u>No of Passengers</u>
Rijeka	1,787,849	1,453,542
Sibenik	255,966	439,980
Split	526,706	1,289,293
Kardeljjevo	57,210	90,609
Dubrovnik	156,349	282,330
Other ports	3,247,766	5,008,988
Total	6,031,846	8,564,742

Cargo movements in 1950 were as follows (in tons):

	<u>Coastal Transport</u>	<u>Imports</u>	<u>Exports</u>	<u>Transit</u>
Domestic vessels	1,703,395	498,148	594,739	1,820
Foreign vessels	161,772	646,893	1,424,487	492
Total	1,865,167	1,145,041	2,019,226	2,312

In 1950 and 1951, cargo handling in principal ports was 35 percent mechanized, 5 percent more than in 1949.

Small ports handled merchandise for Yugoslav domestic consumption as follows:

<u>Over 50,000 tons</u>	<u>20,000-50,000 tons</u>		<u>10,000-20,000 tons</u>
Rasa	Koromacno	Omis	Senj
Bakar	Rovinj	Metkovic	Sv. Juraj
Zadar	Porec	Tivat	Vali Tadinj
	Fula	Kotor	Prilo
	Fag	Bar	Bakarska
	Dugi Rat	Ulcinj	

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In 1950, 297 small and large ports were connected by regular passenger and cargo transport, and still another 500 ports by intermittent connections. Ship arrivals and departures were as follows:

	<u>Ships</u>	<u>Net Reg Tons</u>
Rijeka	15,348	4,118,000
Sibenik	8,407	1,073,000
Split	23,313	2,325,000
Kardeljevo	2,013	261,000
Dubrovnik	6,801	900,000
Other ports	174,425	11,448,000
Total	230,307	20,128,000 <u>[sic]</u>

Ships from the following countries were registered in Yugoslav ports in 1950: Argentina, Belgium, Denmark, Egypt, Great Britain, Finland, France, Greece, Netherlands, Italy, Germany, Norway, Panama, US, Free Territory of Trieste, Sweden, Turkey, and many other countries.

Cargo traffic in 1951 totaled 5,657,387 tons. Of the total traffic, domestic vessels transported 3,639,015 tons, while foreign vessels transported 2,018,372 tons.

Traffic in individual ports in 1951 was as follows:

	<u>Tons of Cargo</u>	<u>No of Passengers</u>
Rijeka	1,731,879	1,018,696
Sibenik	222,584	384,135
Split	546,948	1,104,038
Kardeljevo	136,039	85,808
Dubrovnik	180,796	266,774
Other ports	2,839,141	4,415,264
Total	5,657,387	7,274,715

Cargo movements in 1951 were as follows (in tons):

	<u>Coastal Transport</u>	<u>Imports</u>	<u>Exports</u>	<u>Transit</u>
Domestic vessels	2,454,516	489,052	691,616	3,831
Foreign vessels	43,656	849,897	1,122,579	2,240
Total	2,498,172	1,338,949	1,814,195	6,071

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The decrease in cargo traffic in 1951 resulted from the drought which greatly reduced exports of cereals. The decrease in passenger traffic was largely in coastal transportation, resulting from increased rates and the transfer of some passenger vessels to republic shipping enterprises.

Ship arrivals and departures in 1951 were as follows:

	<u>Ships</u>	<u>Net Reg Tons</u>
Rijeka	12,961	3,883,000
Sibenik	7,223	843,000
Split	20,278	2,141,000
Kardeljevo	2,050	332,000
Dubrovnik	6,889	935,000
Other ports	167,131	10,701,000
Total	216,532	18,835,000

#### Maritime Construction

In 1950 and 1951, maritime construction enterprises carried out numerous projects on the reconstruction of Yugoslavia's principal and small ports. Many ports were equipped with modern technical installations. Much work was done on the construction of the new ports of Bar and Kardeljevo, which before the war had no effective port facilities.

Projects completed in 1950 and 1951 cost more than 3.5 billion dinars. In 1950, approximately 397 meters of usable coast line for transoceanic shipping and 580 meters for coastal shipping were constructed. In 1951, approximately 262 meters of usable coast line for transoceanic shipping and 502 meters for coastal shipping were constructed.

Maritime construction enterprises in 1950 and 1951 completed the Vladimir Nazor pier in Rijeka, the Jugodrvno quay in Sibenik, and the Vranjica quay in Split. Work was done on the Susak breakwater, the Ljubljana quay and the Navy quay in Rijeka, the Rogac quay, the Vrulje pier and the municipal quay in Sibenik, the wharves north of Split harbor, the Sv. Duje pier and the Prvoborac quay in Split, the harbor in Kardeljevo, the reconstructed breakwater in Bar, and numerous harbors in small ports such as Pula, Koromacno, Senj, Vodice, Zadar, Ploče, Makarska, Lipci, Budva, and others.

#### Ship Salvage

In 1950 and 1951 the "Brodospas" Ship Salvage Enterprise (Preduzece za vudjenje i spasavanje brodova "Brodospas") was very active in raising and salvaging ships, motor sailboats, and technical equipment including cranes, dredgers, and the like. A major achievement was the salvaging of the SS Partizanka from a depth of more than 50 meters off the coast of Zlarin Island near Sibenik, where it sank in 1941.

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RESTRICTEDMaritime Administration

At the end of 1951 maritime administration was reorganized as follows: Port directorates were abolished and replaced by port and warehouse enterprises, and by administrations for the oblasts of the northern, central, and southern Adriatic. Economic assignments and their execution were placed under the jurisdiction of port and warehouse enterprises, while maritime administration was put under the jurisdiction of the newly organized administrations. Executive and administrative agencies of the Yugoslav Ministry of Merchant Marine thus include the Administration of the Maritime Oblast of the Northern Adriatic in Rijeka, covering Istria and the Croatian Primorje; the Administration of the Maritime Oblast of the Central Adriatic in Split, covering Dalmatia; and the Administration of the Maritime Oblast of the Southern Adriatic in Kotor, covering the coast of Montenegro. Small organizational units within the administrations include 16 port captaincies, with 70 posts in small ports.

A special service for safe navigation in the Adriatic was organized in Split; this service is among other things, in charge of 500 lighthouses. A radio service with radio stations in Rijeka, Split, Dubrovnik, and Kotor assures prompt and speedy communications. As a result of these services and navigation safety measures, vessels may enter Yugoslav ports in any type of weather, night or day.

Personnel and Education

After the war the educational system for merchant marine personnel was reorganized as follows: Four-year maritime technical institutes which accepted graduates who had completed half the secondary school were abolished. After completing half the secondary school, candidates must now attend a one-year course in a maritime school which has a nautical and ship machinery department. Candidates are then assigned to vessels for a year. Excellent and very good students are then enrolled in a 3-year course in a maritime technical institute which has a nautical and ship machinery department. Upon completing this training, students are assigned to vessels as cadets or assistant engineers. After 2 years of naval duty, they take the examination for lieutenant.

The highest educational establishment of the merchant marine is the Advanced Merchant Marine School (Visa pomorska skola) in Rijeka, which has nautical, ship machinery, and economic departments. It accepts graduates of technical institutes after 2 years of sea duty or work in the maritime economy. Graduates of the Advanced Merchant Marine School serve as captains or chief engineers on transoceanic ships.

Secondary technical institutes are located in Piran (nautical and machinery), Rijeka (nautical and radio telegraphy), Split (ship machinery), Dubrovnik (nautical and fisheries), Kotor (nautical and ship machinery), and Bakar (ship machinery). The maritime technical institute in Kotor has been operating for over 250 years. The maritime technical institutes in Dubrovnik and Bakar are approximately 100 years old.

Organization of Maritime Management

At the end of 1951, the Federal Ministry of Merchant Marine in Belgrade discharged its maritime functions through the following agencies:

## 1. Shipping Activities

Yugoslav Shipping Line (Jugoslovenska liniska plovidba) in Rijeka, handling transoceanic passenger and cargo traffic

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Free Adriatic Shipping Line (Jadranska slobodna plovidba) in Rijeka, with an auxiliary agency in Split, handling coastal cargo

Adriatic Shipping Line (Jadranska liniska plovidba) in Rijeka, with branches in Split and Kotor, handling coastal passenger traffic

Adriatic Maritime Agency (Jadranska pomorska agencija) in Rijeka, with posts in Rijeka, Pula, Rasa, Zadar, Sibenik, Split, Kardeljevo (Ploce), Dubrovnik, and Zelenik, handling ship agents' activities for Yugoslav ports

Yugoslav Maritime Agency (Jugoslovenska pomorska agencija) in Belgrade, with branches in Zagreb, Ljubljana, and Sarajevo, handling chartering of ships

"Opskrba Brodova" (Ship Provisioning) Enterprises in Rijeka, with posts in Pula, Zadar, Sibenik, Split, Kardeljevo, Dubrovnik, and Zelenik, handling ship supplies.

2. Port Loading Activities

Port and Warehouse Enterprise in Rijeka, with branch in Bakar

Port and Warehouse Enterprise in Sibenik, with branch in Zadar

Port and Warehouse Enterprise in Split

Port and Warehouse Enterprise in Kardeljevo

Port and Warehouse Enterprise in Dubrovnik

3. Port Construction Activities

"Obala" (Shore) Planning Institute in Split, planning above- and under-water construction

Directorate of Maritime Construction Enterprises in Split, including maritime construction enterprises in Rijeka, Sibenik, Split, Kardeljevo, Bar, and the Dredging Enterprise (Preduzece za bagerovanje) in Split.

4. Raising and Salvaging of Ships

"Brodospas" in Split

5. Registration of Vessels

Yugoslav Registry of Vessels in Split, with branches in Pula, Rijeka, and Boka Kotorska.

6. Publishing Activities

"Pomorstvo" in Rijeka

7. Central Farm in Vinkovci

8. Naval attaches in London, New York, Rome, Alexandria, Buenos Aires, Hamburg, and Trieste.

9. Maritime Administration

Administration of the Maritime Oblast of the Northern Adriatic in Rijeka, with port captaincies in Rijeka, Pula, Losinj, and Senj.

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Administration of the Maritime Oblast of the Central Adriatic in Split, with port captaincies in Zadar, Sibenik, Split, Kardeljevo, Hvar, and Korcula

Administration of the Maritime Oblast of the Southern Adriatic, with port captaincies in Kotor, Zelenik, and Bar

Other agencies in charge of the execution of maritime transport assignments established in 1951 were the Central Administration for Coastal Transportation in the Croatian Ministry of Transportation and Shipping in Zagreb, and the Administration for Maritime Transportation in Titograd, Montenegro. Enterprises on a republic and local level were located in Rijeka, Zadar, Split, Dubrovnik, and Kotor.

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